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ESTABLISHED A.D. 1841.

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BIRTHS.

At Hongkong, on the 1st August, the wife of
ARTHUR SWENSON, I. M. Customs, of a daughter.
(2139)

At Kowloon Dock, on the 2nd August, the wife
of A. G. EWING, of a son.
(2127)

The Daily Press.

HONGKONG, August 3rd, 1900

Her Majesty's millions of subjects in her
world-wide Empire will all join in a sincere
expression of sympathy in her fresh bereave-
ment. The death of Prince ALFRED, Duke
of Saxe Coburg and Gotha, and Duke of
Edinburgh in the peerage of Great Britain,
will undoubtedly be a blow to our venerated
Sovereign, which she will probably feel the
more at the present juncture, coming as it
does on the top of the South African War,
in the course of which Her Majesty has lost
so many faithful servants and devoted
soldiers. His Royal Highness the late
Duke was a reigning Prince having suc-
ceeded his uncle ERNEST II., on the 22nd
August, 1893, only seven years ago. As
Duke of Edinburgh and an Admiral in the
British Fleet, he was formerly a prominent
figure in Great Britain, and was much liked
by his officers. He visited the Far East in
1899, and on the 31st October in that year
arrived in Hongkong, where he was most
cordially received and hospitably entertain-
ed. During his stay in the Colony he laid
the foundation stone of the choir of St. John's
Cathedral, and took part in other
functions. He also visited Peking, but was
refused audience by the then Emperor Tung
Chu, an honour the sailor prince probably felt
little anxiety to receive. His short reign in
Saxe Coburg was clouded by the sad death
at an early age of his only son and heir,
Prince ALFRED. He will be succeeded

by his nephew the Duke of ALBANY, who
was recently selected on the refusal of the
Duke of CONNAUGHT, the next in suc-
cession, to be nominated as his brother's suc-
cessor to the duchal crown. The late Duke
ALFRED, who was the second son of Her
Majesty the QUEEN, was born on the 6th
August, 1844, and was therefore nearly the
same age as the late lamented King Hums-
berr of Italy, who was not quite five months
the Duke's senior. Duke ALFRED married
on the 23rd January, 1874, the Grand
Duchess MARIE of Russia, only daughter of
the Emperor ALEXANDER II., and aunt of
the present Czar NICHOLAS II. He leaves
four daughters, three of whom are married,
the elder being now Crown Princess of Rou-
mania. The late Duke was an ardent lover
of music and no mean performer on the
violin. There are probably some residents
still in the Colony who remember His Royal
Highness taking part in the orchestra at an
amateur performance in the Theatre Royal,
City Hall. The Duke had, we understand,
made himself greatly beloved in his princely
life, where he will be much regretted. As a
souvenir of his visit to Hongkong, an oil-
painting, representing the Duke as he
appeared in 1869, hangs on the wall of St.
Andrew's Hall, which, though beneath con-
tempt as a work of art, now possesses some
historic interest.

The transport *Natania* left the harbour yester-
day for Weihaiwei.

In the 24 hours preceding noon yesterday
there were reported only one fresh case of plague
and one death.

At the Harbour Office yesterday the engineer
of the launch *Chung Yuen* was charged with
leaving his engine-room without anyone in
charge while the launch was under way. His
certificate was suspended for six months.

H. M. S. *Highflyer*, which is reported on her
way to the China station, is a 2nd class
cruiser of 5,000 tons displacement and 10,000
h.p. (Buller's boilers). Built at Glasgow in
1898, she has gun-position armour of 3 in. and
deck armour from 1 1/2 to 3 in. Her guns are
eleven 6 in. Q.F. and fifteen smaller Q.F.s. Her
speed is 20 knots and her complement 477. She
is a sister-ship of the *Hermes* and *Hyacinth*.

Mr. J. H. Dandy, the Chief Inspector of
Nuisances, has taken out summonses against
two Chinese milk dealers for selling adulterated
milk. One case—that of a man carrying on
business at No. 6, Cochrane Street, comes on to-
day, the other being dealt with yesterday. Mr.
Dandy called at No. 194, Wellington Street,
on the 20th July, and purchased a sample of
milk. It was analysed by Mr. T. J. Wild,
Acting Government Analyst, who certified that
it contained 30 per cent of added water. A
fine of \$100, or three months, was imposed.

An aggravated case of armed robbery occurred
on the island of Ping Chau, near Lantau, on
Wednesday night. Four men armed with
revolvers broke into a house occupied by a blind
old man and his two wives. Notwithstanding
his infirmity the old man seems to have resisted
them on their commencing to ransack his house,
and as the result he was shot in the stomach,
a serious wound being inflicted. The ruffians
then collected together property to the value of
\$30 and decamped. On the police launch, in
charge of Sergeant Askmore, coming in sight,
the matter was reported. The island was
scoured, but no arrest was made. The wounded
man was then brought to Hongkong and sent
to the Hospital.

The *Naval and Military Record* says:—The
disturbances of the authorities in strengthening
the defences of Hongkong is not calculated to
lead the breach which exists between the public
and the War-office. The movable armament in
the colony comprises eighteen obsolete muzzle-
loading guns that would be utterly useless
against modern weapons. They are, moreover,
fired with black powder, which would enable an
enemy to at once locate their positions. Some
of the eighteen out-of-date guns are old short
muzzle-loading seven-pounders over 20 years
old, with an effective range of less than a mile,
and another half-dozen are 2.5 mountain guns,
which would be manned by the local volunteers.
The authorities have urged over and over again
to provide modern guns, but the appeals have
been in vain. The proverb that procrastination
is the thief of time seems to be unknown at the
War-office, but the sooner it is learnt and acted
upon the better.

The transport *Jelunga*, which is due here on
Monday week, when she left Portsmouth on June
30th took the following officers, in addition to
430 seamen, 124 Royal Marine Artillery, and
216 Royal Marine Light Infantry:—Com-
mander J. B. Eustace, Lieut. J. B. Mansell,
A. H. Botty, T. B. Noble, and H. M. Wilson;
Staff-Surgeon W. E. Holme, in charge of medi-
cal staff; Surgeons J. Miller, B. Mundy, and
A. Gaskell; Sub-Lieuts. W. E. Middleton, J.
P. Ligard, F. C. Harvey, Assistant-Paymaster
R. Burridge, Messrs. H. W. Lawrence, A.
Knight, F. Harrison, and T. Slings; Mr. Ray-
port, carpenter; Mr. Cox, boatswain; and Mr.
Shettle, assistant clerk; Royal Marine Artillery
—Major F. Kaypey, Capt. H. Worthington,
and Lieut. J. B. A. Leahy. Royal Marine Light
Infantry—Capt. C. M. Parsons and H. D. E.
O'Sullivan, Lieuts. J. Hazel, H. S. L. Rich-
mond, and C. Rooney, all for service with the
Naval Brigades. The *Jelunga* also conveys a
large consignment of medical and field stores
and ammunition, six 12-pounder field guns, and
two Maxim's. The 12-pr. guns are intended to
take the place of those that have been landed by
Capt. Percy Scott, C.B.

On the 14th ult., at Lord's, Harrow was the
annual cricket match v. Eton with a cricket
to spare. The Etonians made 294 and 218,
the Harrovians 339 and 129 for nine wickets.

The Russian armoured cruiser *Admiral
Nakhimoff* was expected at Colombo on the 20th
of 21st ult., and the Spanish cruiser *Emperador
Carlos V* during the following week.

The plague being practically at an end the
police officers engaged in house to house visita-
tion ceased their labours on the 31st ult.,
as did the Chinese students provided by the
Chinese Association.

An appeal from various Shanghai ladies ap-
pears in the *Mercury* of the 28th ult. for assis-
tance to the wounded of all nationalities in
North China. Money, materials, and made-up
articles are asked for.

The following naval appointments have been
notified at the Admiralty:—Artificer-Engineer
G. S. Orchard to the *Britannia*, June 23rd;
Sub-Lieut. A. E. Moscrop, R.N.R., to the *Diad-
ema*, for twelve months' training, July 7th;
Gunner W. R. Bidgood to the *Dreadnought*, June
25th.

The *San Francisco Chronicle*, discussing the
local Chinatown, indulges in the following
headlines in striking type:—"Widen Streets
of Chinatown and Pledge Place of its Evils—
Impossible to move Orientals out of their
filthy hole by force—City, however, can improve
district, and as rents go up the Mongols will
disappear." Will they? If so the Chinese
of San Francisco are unusually impetuous, for
the rise of rents in other places is not attended
by the disappearance of the "Mongol."

Details are given in the home papers
of some officers lately engaged up north.
Commander R. H. J. Stewart, of the *Algerine*,
whose conduct Admiral Bruce described as
being "magnificent," has never before been
on active service. He is a hard-working all-
round officer, who was over fourteen years a
lieutenant, and afterwards served as command-
er on the training-ship *Impregnable*. Capt.
George Warrender, who has charge of the
lines of communication, is the eldest son of
Sir George Warrender, and was specially pro-
moted out of the Royal yacht. He landed as
midshipman with the Naval Brigade in the
Zulu war, and accompanied the Ekoka role
column. Capt. Jellicoe, who was shot through the
lungs, was commander of the ill-fated *Victoria*,
when she was sunk off the coast of Tripoli,
and being on the sick list at the time, was
only saved from drowning by the gallantry of
one of the midshipmen.

Col. Sir Norman Stewart, Bart., who will
command the first brigade of the China Ex-
peditionary Force from India, is the eldest
son of the late Field-Marshal Sir Donald
Stewart, and only succeeded to the title a few
weeks ago. He entered the army 29 years ago
as a lieutenant of the old 68th, now the 1st
Durham Light Infantry. In the Afghan
campaign he was aide-de-camp to his father,
and obtained mention in despatches, besides
receiving the brevet of major. His other war
service was in the Sudan in 1895, when he
served as deputy-assistant-adjutant and quar-
termaster-general with the Indian contingent.
For his services in this campaign he was pro-
moted to lieutenant-colonel by brevet, and men-
tioned in despatches. Since the middle of last
year he has been in command of the Hyderabad
contingent, being appointed a colonel on the
staff early in January of last year.

ADMIRAL SEYMOUR AND THE
ITALIAN NAVY.

Admiral Seymour has addressed the follow-
ing letter to the senior Italian Naval officer at
Taku, in recognition of the gallantry of the
Italian sailors taking part in the attempted
march to Peking:—

Tientsin, 27th June

Sir,—The late allied Naval Expedition for
the attempt to reach Peking and secure our
respective Legations in that city having now
terminated, I have the honour, as the senior
naval officer of the various National forces
engaged therein, to address you on that subject.
First, officially to thank you for sending the
officers and men belonging to the Italian Squa-
dron in company with those of Her Majesty's
Queen of England to act in concert with them.

Secondly, to express to you my highest sense of
1. The valuable, cheerful and constant co-opera-
tion and assistance I received from Lieutenant
Siranni and all others under his command.
2. The unflinching energy and zeal displayed
under somewhat trying circumstances by his
Majesty's officers and men, whose courage
was worthy of their high traditions and
requires no words of mine to describe.
Thirdly, to assure you of my sincere belief and
hope that the above expedition, though both
small and not of long duration, will help to
maintain between our respective nations that
mutual good feeling and respect which happily
now exists between our Sovereigns and which,
especially in China, is now so desirable in all
the best interests of civilisation and advance-
ment.

Permit me, Sir, to express the pleasure I
have felt in co-operating with the officers and
men belonging to His Majesty's Royal Navy,
and allow me to add my tribute to the energy
and readiness they have shown throughout
the Expedition.—I have the honour to be, Sir,
Your obedient servant,

E. H. SEYMOUR,

Vice-Admiral.

Capitano di Frigate *Cassio*,
Senior Italian Naval Officer,
Taku.

TELEGRAMS.

REUTERS SERVICE.

LONDON, 31st July.

THE COST OF THE WAR.

The House of Commons has authorized
Sir Michael Hicks-Beach either to borrow
£15,000,000 or to issue Treasury Bonds
for that amount.

THE CHINA CRISIS.

Sir Michael Hicks-Beach has explained that
no liability had been incurred with Japan, as
the offer depended upon Japan sending more
troops earlier than she did. Sir Michael Hicks-
Beach believes that £3,000,000 will cover the
cost of the expedition to China, where British
policy is not territorial conquest.

Russian reports of the rebellion in Manchuria
state that the Russians were repulsed to the
south of Monkden.

The Times insists on the immediate despatch
of the relief force to Peking, ignoring the petty
jealousies about the chief command.

THE ASSASSINATION OF KING
HUMBERT.

It is believed that the murder of the late
King Humbert was the outcome of an anarchist
plot threatening the lives of four Sovereigns.
The King was forewarned but refused to in-
crease his guards.

OBITUARY.

The death is announced of the Duke of Saxe
Coburg. The Duke died of apoplexy at the
Castle of Rosenau. It has transpired that he
had been suffering from cancer in the tongue.

THE CRISIS IN CHINA.

MILITARY ARRIVALS BY THE
"CHUSAN."

General Craigh, V. C., and staff arrived from
home by the *Chusan* yesterday, together with
Captain Spencer, A. O. D., two sergeants and
13 men of the A. O. C. and a colour-sergeant
for the Chinese Regiment.

MOVEMENTS OF TROOPS.

THE CAVALRY BRIGADE.

The following dates are fixed for the sailing
of the Cavalry Brigade for China:—
August 4th—*Scindia* and *Nurent*, with Bri-
gade Staff and two squadrons 16th Bengal
Lancers.

August 5th—*Reva* and *Futala*, with two
squadrons 16th Bengal Lancers.
August 6th—*Upada* and *Ula*, with two
squadrons 3rd Bombay Cavalry.
August 9th—*Fuzilka* and *Lavada*, with two
squadrons 3rd Bombay Cavalry.
August 11th—*Ujjain*, with "B" Battery
Royal Horse Artillery.

Remarkable success has so far attended the
transport of horses by the B. I. S. N. Co.'s ships,
the maximum number of casualties on the voy-
age up having been six, although this is the
monsoon season and the horses, moreover, have
started after a fatiguing railway journey.

THE SECOND DIVISION.

Simla telegrams of the 13th and 14th ult.
state:—It is now announced that arrangements
are being made to prepare a Second Division
for service in China if required. Each Brigade
will probably consist of two British and two
Native Battalions with four Field Batteries and
a Pioneer Regiment as Divisional troops.—The
following have been detailed for the Second
Division for China. The Black Watch, the
Royal Inniskilling Fusiliers, the Shropshire
Light Infantry, the Scottish Rifles, the 20th
Punjab Infantry and the 6th Bengal Infantry.
The others will be announced later.—The
following Batteries, Royal Field Artillery, are
warned for the Second China Division. The
45th from Barrackpore, the 48th from St.
Thomas Mount and the 52nd from Jubbalpore.
The 4th Bombay Cavalry from Sirur relieves
the 3rd Bombay Cavalry at Nasirabad when
the Cavalry Brigade leaves for China.

A telegram of the 16th ult. says:—No orders
to mobilize the Second China Division have yet
issued, but the Staffs are being nominated and
preparations made in case of need. The Bri-
gades of the Second China Division are as
follows:—Third Brigade: 2nd Royal Inniskilling
Fusiliers, 1st Black Watch, 6th Bengal Infantry
and a Native regiment not yet selected. Fourth
Brigade: 1st Scottish Rifles, 1st Shropshire
Light Infantry, 20th Punjab Infantry, and a
Native regiment not yet selected.

Another despatch of the same date says:—
The 34th Pioneers have been nominated for the
Second China Division. The 45th Field
Battery joins the 1st Division to complete its
Brigade Division Artillery. The 48th and 52nd
Field Batteries will form the Brigade Division
Artillery of the Second Division.

Another of the 17th ult. states:—Owing to
the appearance of cholera at Meer Meer the
wing of the Royal Inniskilling will be moved
to Umballa, so that in the event of the regiment
being required to go to China it may escape
infection. A wing of the Bedfordshire from Thob-
is replaces the Inniskilling at Meer Meer.

OUTPOSTS.

PAKHOT.

A private letter which has just arrived from
Pakhlot reports that the place is perfectly quiet
and that the foreign residents anticipate no
trouble.

WASHINGTON.

The *Mercury* correspondent writes on the 24th
ult.:—Strong proclamations by Governor, Pres-
ident and Magistrates have had their proper
effect. Business has been hindered but improv-
ing. Rice-crop prospects very good. Native
Christians at opatations had been in hiding, but
now seem reassured. The fall of Tientsin has
impressed the Chinese here with the vigor and
severity of the Powers.

JAPANESE NEWS.

JAPAN'S EXPENDITURE.

A Tokyo telegram of the 25th ult. says:—
Japan's expenditure in connection with the
present disturbances in China is now reported
to have reached the sum of 10 million yen.

A Seoul telegram of the 23rd ult. says:—
Under instructions from his home Government,
the German Representative has attended the
Imperial Palace and has been received in
audience by the King of Korea, to whom, on be-
half of the German Government, the Consul
tendered thanks for the telegram of condolence
despatched by the King concerning the murder
of Baron Ketteler in Peking.

The Russian Representative here has had an
audience of the King, and has requested the
throne to grant permission for Russian troops
to enter Korea.

RUSSIAN RIVER STEAMERS ATTACKED.
According to a Japanese who returned home
on the 23rd inst. from Khabarovsk, two Russian
coasting steamers on the river service between
Khabarovsk and Blagovestchensk were sunk, a
Russian church in that locality being also de-
stroyed by the Boxers. It is reported from the
same source that 15,000 Chinese troops are at
present encamped on the frontier.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 31st July.

THE SCARE AMONG THE NATIVES.

After the first two meetings of the Defence
Committee the British and German Consuls
intimated to the Taotai their intention of apply-
ing to their respective Governments to station
men-of-war here for the safety of foreigners.
The Taotai instantly sent a reply to the Consuls
informing them not to send for any men-of-war,
as the Chinese population would greatly resent
the presence of foreign men-of-war in this port,
looking upon such an act as the initial step to
the partition of the Empire. This notion seems
to have taken firm root with the frightened
Chinese. The Taotai guaranteed the safety of
the foreigners, and promised to have a number
of soldiers patrolling the streets for the pro-
tection of the foreigners. The Taotai has duly
kept his promise and we now see our streets
patrolled by Chinese soldiers, day and night.
I pity the person who places any reliance on
these Chinese soldiers. It is merely relying on
a broken reed for support. That the natives
are actually scared is shown by the following
incident. The *Princeton* had scarcely arrived
in our port—she has since unfortunately de-
parted, you know—when a deputation from
the Taotai waited upon the German Consul to
implore him to use his utmost exertions to pre-
vent upon the Commander to leave the port, as
the Chinese were greatly scared and feared the
towing of *Swatow* by the *Princeton*. The Ger-
man Consul, when called on board the *Princet-
on*, related the above to the Commander, and
requested him not to allow any of the crew to
land here, as it might cause trouble. The Com-
mander informed him that he would in no case
permit the landing of his crew, as he had in-
structions to that effect from his home Govern-
ment.

NO PROTECTION.

We are now without any protection in this
place and there is no likelihood of getting men-of-
war stationed here. I hear that when the British
Consul applied for a man-of-war, he was in-
formed by his Government that for the present
no man-of-war can be spared. We may, how-
ever, get a German man-of-war, when the Ger-
man squadron arrives from Europe. Certainly
it would be the safest thing to have a foreign
man-of-war stationed here, as long as there is
trouble up North.

A STEP IN THE RIGHT DIRECTION.

In pursuance of a resolution passed by the De-
fence Committee, the Chinamen sent to all the
shipping firms of this port a circular asking
them if they would agree always to have one
steamer remaining over night in port to receive
refugees in event of trouble. I believe all the
shipping firms have given their consent to the
request.

THE STATE OF TRADE.

The Northern trade is still at a comparative
standstill. Very little export for the North
leaves this port and I hear there is an enormous
amount of sugar in stock, to the value of about
\$400,000, which has considerably reduced the
price. One can indeed buy a picul for \$2.

PILOTS.

The Northern crisis has also affected the local
pilots, who have sent a petition to the British
Consul asking for an increase in their pilotage.
At a meeting held in the Customs Library, at
which all the representatives, the Harbour
Master, the German and British Consuls, and the
pilots attended, it was agreed to increase the
pilotage from \$3 to \$5 per foot.

A CUSTOMS ASSOCIATION.

I have it on good authority that the Chinese
Imperial Customs are forming an Association,
the object being to have a Committee of five,
representing the interests of the Customs Mem-
bers, and to take such action as it finds neces-
sary in the present crisis. I hear that Mr. F.
S. Taylor, officiating I. G., and Mr. F. Urwin,
Commissioner, are the promoters of this As-
sociation.

LATEST STEAMER MOVEMENTS

The C. B. P. steamer *Empress of India* left
Vancouver for Hongkong via usual ports of call
on Monday, the 30th July.
The N. Y. K. steamer *Kawachi Maru*
(European Line) left Singapore for this port
on the 2nd inst., and is expected to arrive here
on the 6th inst.

HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hong-
kong Sanitary Board was held. The President
(the Hon. R. D. Ormsby, Director of Public
Works) occupied the chair, and there were also
present Mr. J. McKie, Dr. F. Clark (Medical
Officer of Health), Mr. Fung Wa Chuen, Mr.
Chan A Fook, and Mr. G. A. Woodcock
(Secretary).

THE SANITARY SURVEYOR'S REPORT.

Mr. J. K. Crook (Sanitary Surveyor) sub-
mitted his report for the second quarter of 1900.
He said plans had been deposited during the
quarter for the re-drainage of 201 houses,
plans for 338 were carried forward from
1899 and 189 from last quarter, making
a total of 731 in hand during the
quarter. The drainage of 58 houses had been
completed, leaving 673 to carry forward. He
pairs and additions had been carried out in 18
instances, and 325 houses were carried forward.
This made a total of 343 houses in hand for
repairs during the quarter. Certificates had been
granted under section 74 of Ordinance 24 of
1887 to 83 new buildings and two additions that
they had been built in accordance with the pro-
vision of that Ordinance. The drains of 37
houses had been inspected, and reported on.
Of this number one required recon-
struction, 21 amending, and 15 were found
to be in good order. Notices had been served
on the owners of 53 houses, calling upon them
to execute the necessary repairs. In addition to
the above 344 minor drainage defects, such as
broken-taps, clogged pipes, and the discharge
of sullage water into storm water drains had
been discovered. Notices had been served
in each case on the owner or occupier to execute
the necessary work or to abate nuisances. 109
nuisances had been reported to the Medical
Officer of Health to be dealt with by him.

THE SUGGESTED ESTABLISHMENT OF

A PEAK SEWAGE FARM.

A further reply from the Government relative
to the proposed sewage farm for the Peak was
submitted. It was as follows:—

"I am directed to acknowledge the receipt
of your letter No. 114 of the 21st July relative
to the recommendation of the Board for
the establishment of a Peak Sewage Farm,
and to inform you in reply that in view of
the recent large additions to the expenditure
in the Sanitary Department it was not
considered that further expenditure in the
scheme in question was justified, especially
in view of the fact that sewage from the
Hill District appears to be carried to the con-
servancy tanks in a fairly satisfactory manner."
Dr. Hartigan intimated:—"I should like to
know on what evidence the assertion is made
that sewage is carried to the tanks in a fairly
(very loose expression) satisfactory manner. I
know this is not the case. Much is dumped
on the hillside and the drain, and what comes
in buckets is a nuisance to everybody."

THE USE OF SEA WATER FOR WATERING

THE STREETS.

With reference to the Board's unanimous re-
solution recommending the Government to ap-
point a committee to enquire into the question
of the water supply of Victoria, the following
correspondence was submitted:—

From the Director of Public Works to the
Acting Colonial Secretary:

"I see no object whatever for appointing
such a committee. The Government are per-
fectly aware that increased storage of water has
become necessary, owing to the increase of popu-
lation, and money is being voted and steps taken
to commence the work."

"The year 1900 was preceded by three com-
paratively dry years, and yet the City had only
to up with an intermittent supply for 13 days,
while the cases of inconvenience from want of
water were very few and due as a rule to im-
perfection of the house services and not dearth
of water."

"I mention this to show that the works car-
ried out in the last few years, such as the run-
ning of Tytton, the construction of Wong Nai
Chung Reservoir, and of the two catchwaters,
have added largely to our available supply in
the dry season."

"The Sanitary Board should not be permitted
to use filtered water for watering the street.
Unfiltered water from hillside streams has been
made available for them in China Road and
Bamboo Road, while for the lower levels proper
water carts should be provided, to be filled from
the harbour with hand pumps."

NEW ADVERTISEMENTS

WANTED.

YOUNG MAN wishes a position as a **CLERK or ASSISTANT BOOK-KEEPER**. Two years' experience; best references. Apply—
W. W. Care of Daily Press Office.
Hongkong, 3rd August, 1900. [2134]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, at his Sales Rooms, 13, Beaconsfield Arcade, **TO-DAY (FRIDAY),** the 3rd August, at 2.30 P.M., a Quantity of **HOUSEHOLD FURNITURE and SUNDRIES.** Terms—As Customary.

JOHN ANDREW,
Auctioneer.
Hongkong, 3rd August, 1900. [2133]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on **TUESDAY, the 7th inst., at 5 P.M.** This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.
General Managers.
Hongkong, 3rd August, 1900. [2132]

CHINA NAVIGATION COMPANY, LIMITED.

FOR POOCHOW.

THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched on **WEDNESDAY, the 8th inst., at 5 P.M.** The attention of Passengers is directed to the Superior Accommodation offered by this steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd August, 1900. [2135]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship
"DIAMANTE,"
Captain A. Ramay, will be despatched as above on **WEDNESDAY, 8th August, at 5 P.M.** The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd August, 1900. [2131]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From London, ex s.s. *Australia* and *Caledonia*.
From Zanzibar, ex s.s. *Gos*.
From Persian Gulf, ex s.s. *Pemba* and *Haidari*.
From Malabar Coast, ex s.s. *Morani*.
Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. **TO-DAY.**
Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 2nd August, 1900. [1]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—
Leading Articles—
The Crisis in North China.
Yangtze Affairs.
Li Hung-chang's "Mission."
An Appeal for our Defenders in China.
A Creditable Display of Mobilisation.
Interview with Count Okuma.
The Crisis: Telegrams.
Supreme Court.
Sanitary Board.
The Crisis in China.
Requiem Mass for the Late King of Italy.
Sailors and Soldiers' China Relief Fund.
A Hongkong Chinaman and the Boxers.
Our News Q.C.'s.
The New Volunteer Headquarters.
Consular Reports.
Hongkong Schools in 1899.
Canton.
Manila.
Swatow.
Hongkong and Shanghai Banking Corporation.
Hongkong Volunteer Corps.
Hongkong and Port News.
Subscription: \$12 per Annum, payable in advance; postage, \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 3rd August, 1900.

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
10, DES VUEX ROAD, CENTRAL.
D. E. PETERSON wishes to announce that he has **RESUMED** his **DENTAL PRACTICE** in South China and may be consulted at his New Office—
10, DES VUEX ROAD CENTRAL 1ST FLOOR.
Hours 10 A.M. to NOON, 2 to 5 P.M.
Hongkong, 28th July, 1900. [2007]

INTIMATIONS.

THE SHARE LIST WILL CLOSE AT NOON ON THE 15TH AUGUST, 1900.

PROSPECTUS

OF THE
CHINA MATTING MANUFACTURING COMPANY, LIMITED.

CAPITAL \$1,000,000
(Hongkong Currency).
Divided into 50,000 Shares of \$20 each, of which \$5 is payable on application and \$5 on allotment. The balance will be called up as required, probably \$5 in about 6 months and the balance about a year hence.

HEAD OFFICE HONGKONG.

CONSULTING COMMITTEE:
ROBERT SHEWAN, Esq., (Chairman),
D. GILLIES, Esq., Hongkong and Whampoa Dock Co., Ltd.
J. H. LEWIS, Esq., Messrs. Douglas, Laprak & Co.
CHAU TUNG SHANG, Esq.,

GENERAL MANAGERS:
SHEWAN, TOMES & CO.

BANKERS:
HONGKONG AND SHANGHAI BANKING CORPORATION.

THIS Company has been formed for the purpose of making by power-loom straw matting of the same description as that now produced by hand-loom in the neighbourhood of Canton (China).
The export of Matting from China to the United States has of late years become a most important trade, having risen in the last 10 years as follows—
From 179,472 rolls shipped in 1889/1890 to 370,307 rolls shipped in 1898/1899 but, as usual, the quality of the goods has fallen away with the increased demand, while prompt delivery, to contract time, has become increasingly difficult.
Many attempts have been made to devise a loom which could be worked by steam to take the place of the crude hand-loom, used by the Chinese and Japanese, but success has only been attained by a loom which became the property of the Kobe Manufacturing Co. and which has since been brought to a high state of perfection by further inventions and improvements.
The promoters of this Company, having experimented with a small trial plant of 50 of these power-loom and introduced various further improvements suggested by their knowledge of the Matting trade and requirements of the market in the United States, are now satisfied that Matting made by hand-loom, and have accordingly entered into an agreement with the Kobe Manufacturing Co. to acquire all the rights to the invention.
While experimenting with the 50 looms, some 10,000 rolls were made and shipped, and the reports on the later and better made shipments were all of a highly favorable and encouraging nature, the evenness of the fabric and the great improvement on the old hand-loom matting, especially as regards the selvage or edge, being particularly praised and commented on. One great difficulty was to get the machines to turn over the straw so as to produce a clean surface at the edges of the Matting; this difficulty was overcome some few months ago, and the looms can now, in the opinion of experts, turn out a perfect fabric.
A power-loom can produce about 30 yards a day as against 5 yards produced by hand-loom, the saving in time is obvious, while the advantage of being able to rely on punctual delivery will be a great boon to dealers at home, who at present have to put up with much delay and loss of time in getting their goods.
The advantage is still more obvious to-day in view of the political unrest all over China and the great probability of the present troubles in the North spreading to the South, in which case the matting industry in the districts around Canton is likely to suffer to such an extent that it may take years to recover, matting being entirely dependent upon the labour of the peasant class when not engaged in their ordinary farm work.
It is proposed to erect a Factory capable of running 450 looms, producing about 100,000 rolls per annum, on which it is estimated that the prices recently obtained in the United States for the Matting sent there for sale, there would be a net profit of at least \$14 per roll, or say \$150,000. In course of time further experience and economies will undoubtedly improve upon these figures.
The promoters of this Company have, as before stated, experimented with 50 looms, and having acquired from the Kobe Manufacturing Company all the rights to the invention, will transfer the same to the new Company together with 50 looms and other machinery, stock-in-trade, goodwill, &c., for \$350,000 (Hongkong currency), which amount will be taken by the Kobe Manufacturing Company and the promoters in shares.
The Capital of the Company, as far as can be roughly estimated, will be laid out in the following manner—
Land, Buildings and Machinery \$470,000
Working Capital 180,000
Kobe Manufacturing Company and Promoters for Rights, Goodwill and Sundry Machinery, including Engine and 50 Looms 350,000 (Taken in Shares).
\$1,000,000
Prospectus and forms of application for shares may be obtained from the Company's Bankers or at the office of the General Managers.
Hongkong, 31st July, 1900. [2114]

W. B. REWER & CO.

NEW BOOKS AND NEW EDITIONS.

The Real Chinaman, by Chester Holcombe, 27 Illustrations \$4.50
Year Book of Photography, 1900 70
Brassey's Naval Annual, 1900 10.00
Boy, by Marie Correll 1.50
New Revised Hill's Manual 9.00
Pitman's Typewriter Manual 1.75
Village Life in China, by Smith 4.50
Life and Letters of Sir John Millard, 2 Vols. 13.00
Wellington and Waterloo—Choice Illus. 6.50
Russia on the Pacific and the Siberian Railway, by Vladimir 9.00
The Yangtze Valley and Beyond, by Mrs. Bishop 13.00
People and Politics in the Far East, by Norman 4.50
Whitaker's Naval and Military Directory 2.25
South Africa "Story of Nations Series," by Theal 3.00
Citizen Atlas—120 Maps and Plans, with Gazetteer and Geographical Text 10.50
23 & 25, Queen's Road, Hongkong. [31]

PUBLIC COMPANIES.

THE PUNJON MINING COMPANY, LIMITED.

IN consequence of the necessity for heavy repairs to the Mill, and the temporary absence of Water power caused by the carrying away of the embankment of the Reservoir, very little crushing of ore has been done this year; and as the windings of gold have not been sufficient to pay current expenses, salaries, cost of repairs, cost of new Reservoir, and prospecting, the Directors find it necessary to make the final call of One Dollar per share and accordingly—
Notice is hereby given that at a **MEETING** of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on **TUESDAY, the 26th June, 1900,** the following Resolution was passed—
That the final **CALL** of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 6th day of August, 1900.
And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 6th day of August, 1900, at the rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 6th day of August, 1900, up to the actual dates of payment of the same.
Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.
By Order of the Board of Directors,
W. H. GASKELL,
Secretary.
Hongkong, 6th July, 1900. [1924]

THE HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-EIGHTH ORDINARY HALF-YEARLY MEETING of the Company will be held at the Office of the Company, No. 13, BANK BUILDINGS, QUEEN'S ROAD CENTRAL, on **TUESDAY, the 7th August, at 12 O'CLOCK NOON,** for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, and electing Directors and Auditors.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from 25th July to 7th August inclusive.
By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 17th July, 1900. [1996]

THE TEBRAU PLANTING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association the General Agents have this Day declared an **INTERIM DIVIDEND** of 2½ per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.
Dividend Warrants payable on **SATURDAY, the 18th August,** will be issued to Shareholders on application.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 9th to 18th inst., both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 2nd August, 1900. [2127]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association the General Agents have this Day declared an **INTERIM DIVIDEND** of 2½ per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.
Dividend Warrants payable on **SATURDAY, the 18th August,** will be issued to Shareholders on application.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 9th to 18th inst., both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 2nd August, 1900. [2128]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

IN accordance with the provisions of the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on **SATURDAY, the 18th day of August, at NOON,** for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.
By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

IN accordance with the provisions of the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on **SATURDAY, the 18th day of August, at NOON,** for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.
By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th July, 1900. [2081]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on **MONDAY, the 20th August, at 12 O'CLOCK NOON,** for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 28th July, 1900. [2098]

BANKS.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:
CHAN K. SHAN, Esq., D. GILLIES, Esq.,
CHOW T. SHANG, Esq., J. T. LAURE, Esq.,
Chief Manager,
Geo. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 23rd March, 1899. [19]

BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JUICHI SOTEDA, Esq., President.
Head Office Manager—**TAKESHI DOKI, Esq.**

BRANCHES AND AGENCIES:
Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nagoya, Taiwan, Moji, Hiroshima, Hakodate, Otaru, Hongkong, Shanghai, Amoy, Chumpei, Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Account 4.38% per annum
On Fixed Deposits—
For 3 months 5% per cent per annum
For 6 months 6% per cent " " " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.
Drafts granted on the Chief Commercial places both in Japan and abroad.
Further particulars may be obtained on application.
TAKESHI DOKI,
Manager.
Taipei, 20th November, 1899. [290]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL over £210,000
RESERVE LIABILITY OF SHAREHOLDERS fully £425,000
£635,000

HEAD OFFICE:
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.

AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—**F. C. BISHOP.**

INTEREST ALLOWED.
On Current Accounts 2 per cent
On Fixed Deposits—
For 3 months 4% " " " "
For 6 months 5% " " " "
For 12 months 6% " " " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
Hongkong, 1st May, 1900. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
PAID-UP £1,125,000
RESERVE FUND £ 375,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on Current Accounts at the rate of 2½ per cent on the Daily balance.
On Fixed Deposits—
For 12 months 4% " " " "
For 6 months 5% " " " "
For 3 months 6% " " " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
Hongkong, 1st May, 1900. [2]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ per cent per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, to be placed on **FIXED DEPOSIT** at 4 per cent per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.,
H. R. M. Gray,
A. Hump, Esq.,
H. J. J. Kewick,
D. Meyer Moses, Esq.,
A. J. Raymond, Esq.,
R. L. Richardson, Esq.,
F. Schoes, Esq.,
H. W. Slade, Esq.,

CHIEF MANAGER:
Hongkong—**SIR THOMAS JACKSON.**

MANAGER:
Shanghai—**J. P. WADE GARDNER, Esq.**

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On Fixed Deposits—
For 3 months 2½ per cent per annum.
For 6 months 3½ per cent per annum.
For 12 months 4½ per cent per annum.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 1st June, 1900. [17]

BANKS.

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTT LAENDER,
Acting Manager.
Hongkong, 8th February, 1900. [45]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 15th NOVEMBER, 1896.

SUBSCRIBED CAPITAL—SHANGHAI Tls. 5,000,000
PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:
Canton, Hankow, Chfoo, Peking, Chungking, Penang, Fochow, Singapore, Swatow.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities—Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2½ per annum on Current Account daily balances.
3½ per annum on Fixed Deposits for 3 months.
4½ " " " " 6 " " "
5½ " " " " 12 " " "

E. W. RUTTER,
Acting Manager.
Hongkong, 2nd February, 1900. [22]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £235,000

INTEREST allowed on Current Account at the rate of 2½ per annum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" " " " 6 " " " 3½ " " "
" " " " 3 " " " 3 " " "

T. E. SANSON,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARIS: BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5½ per annum.
" " " " 6 " " " 4½ " " "
" " " " 3 " " " 3 " " "

E. CHOW,
Hongkong Manager.
Hongkong, 17th April, 1900. [738]

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER STEAMER, very suitably fitted to carry a large number of passengers and cargo. For Particulars, apply to—
BANKER & CO.
Hongkong, 1st August, 1900. [2119]

LEMP'S BEER.

AMERICA'S FAMOUS LIGHT BEER.

SOLE AGENTS for Hongkong, China and Philippine Islands—
ARRATON V. APCAR & CO.
Hongkong, 11th July, 1900. [1952]

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINSTAMANN & CO.
Hongkong, 31st August, 1897. [33]

INSURANCE.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share
and General Brokers, corner Ico House
Street and Praya Central.

GEO. P. LAMBERT.
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL.
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL.
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
30, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aca-
demic Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66.
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING.
China Porcelain, Crockery Ware, &c.,
Queen's Road Central.

DENTISTS

WONG HOMI.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY.
Merchant Millers, San Francisco.
Eastern Branch, Pedder Street,
WILLIAM WHELEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art De-
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Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
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KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watch-
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Diamond Merchants and Watchmakers, 40,
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Silks, Gauzes, Crêpe-Shawls, Chinaware,
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Gold and Silversmith, Silk Dresses, Crêpe
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**EASTERN ACETYLENE LIGHTING
COMPANY.** Head office, 62A, Queen's
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WOO KEE, Late HANG CHEUNG SHING.
Rattan Chairs, Matting, Bamboo Blinds,
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SINCERE & CO.
Silk Handkerchiefs, Shawls, Table Covers,
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AH-MEN, HING-CHEONG & CO.
Tailors, Drapers and Outfitters, Queen's
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R. HAUGHTON & CO.
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Opposite Kuhn's Curio Store.

HUNG YUEN.
Outfitters, Shirt Makers, Hatters, Hosiers,
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AMERICAN SYSTEM

DENTISTRY
AT
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CHADWICK KEV
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [1756]

SIENTING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [308]

PORTLAND CEMENT

J. B. WHITE & BROS
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [1765]

THE BOXER MOVEMENT.

The following is the conclusion of the report of the Tientsin Agent of the American Bible Society on the rise and spread of the "Boxer" movement, continued from last Friday's issue:—

The situation in the North is unchanged, except for the worse. The recent punishment of the murderers of Mr. Brooks, one by decapitation, one by strangulation, one by imprisonment for life, and several others, more or less implicated, by banishment, imprisonment, and beating, has had apparently no effect in subduing the spirits of the Boxers. Late information from Linching and vicinity is to the effect that rioting has again broken out, the Boxers saying that they now want not money, but lives, and all over Chihli and Shantung recruiting and "drilling" is carried on with renewed vigour. The report that thousands of the Imperial troops are uniting with the Boxers (particularly those under Prince Tuan) adds a new and serious phase to the matter. What the real object of the *I Ho Chuan* (as a whole) may be—what the final outcome will be, cannot be stated. In some sections (comparatively few) the movement is wholly directed against Roman Catholics. Protestants being distinguished and undisturbed, in other sections it is anti-Christian, while in most sections it is anti-foreign, affecting missionaries, native Christians and foreigners generally. The Edicts of the Empress-Dowager to the people of Shantung, calling upon them to form a militia, for local and national defence, were doubtless the origin of the *I Ho Chuan*. The Germans had already located in a portion of the province, and the Dowager hoped, by stirring the people to opposition and a display of anti-foreign feeling, to discourage their further encroachments. This is the view taken by many well informed foreigners, and the

INACTIVITY OF ALL THE OFFICIALS

during the worst periods of rioting by the Boxers, seems to bear out that opinion. The Government is now powerless and any active measures by the Empress against the Society she herself brought into life and encouraged through her officials, would doubtless turn its energies and direct them to rebellion against the Throne. The lawlessness in Shantung resulted in driving the Germans to take the law into their own hands. They burned villages and punished local offenders, which in turn aroused hatred in the breasts of the natives, who were further incited to acts of violence by travelling leaders of the Boxers. "Exalt the Dynasty and kill the foreigners" was their cry, and while no efforts of theirs could do the former, their has been and still is every promise of their doing the latter, though not as effectively as they desire. The Government was finally stirred somewhat by the fear of certain consequences that must follow the loss of foreign lives and property, and strove by mild and pacifying Edicts to stay the hand of lawlessness—but too late; for even had these Edicts been widely published (which they were not) the ruffians who had banded themselves together by Imperial command had gone too far to be content with anything short of plunder, the sight of burning homes and the flow of blood. Minor officials, believing as they were taught, that inaction would best recommend them to the Throne, and fearing the roving bands that had assumed such vast proportions and displayed so much power, denied the very presence of Boxers in their districts, while at the same time bribing these bandits to go elsewhere and feeding them while they chose to remain.

BOXERS' BELIEF.

The Boxers have thus been led to believe that they were carrying out the will of the Throne, and all Edicts and proclamations contrary to their motives have been taken as customary Chinese deceit, designed to "pull wool over the eyes" of foreigners. As the *I Ho Chuan* now stands, it is fearless and independent—strong enough (or scattered enough) to defy the Imperial troops (of whom many are in the ranks) if necessary, and self-confident enough to believe in its power to clear the borders of China of foreigners and foreign influence. There is unrest on every hand, the peaceful natives having more to fear than the foreign residents. Honest men who cannot but be acquainted with the plans and projects of the Boxers are silenced from fear of them, and thus their real plans and movements are hidden in mystery and no one can say whether the organization will gradually die out (which is very doubtful) or result in a GENERAL UPRISING.

in or open rebellion. We hope for the best, but indications point to grave results. But it is not alone the *I Ho Chuan*, or Boxer Society, that causes a grave situation and threatens rebellion and bloodshed. The Central Government, following out the mistaken policy of the Empress-Dowager, after the practical dethronement of the Emperor Kwang-Hsu, has brought the nation to the verge of ruin, and is itself in such a condition that the next year, it would seem, must bring about some great and overwhelming change. Never, probably, in the history of the Empire, was the Imperial Government composed of such ignorant, greedy, anti-progressive men. One by one, the Empress-Dowager has replaced men of even slight intelligence or faint ambition by believers in her own evil policy—or whose greed for wealth or title led them to support her. These men have sold their loyalty (if for the rank and power she had to offer, while she, intelligent in some ways, shrewd, but blind to the future, has thought to support her position and further her designs by the free-handed bestowal of rank and title upon evil men whose only desire is to line their pockets as rapidly as possible, forgetting or not knowing that every man thus bought replaced one who must be degraded and turned to hatred. For every friend she has purchased she has made at least two enemies, and as for her future good, she has no greater enemies than her friends. The

DEGRADED OFFICIALS

who have made way for men of her own class, have, it is true, lost their rank, but not their influence among the people, and much may be expected from their efforts. The Dowager has not been content to surround the Throne with men "after her own heart," but throughout the whole Empire, by a slow but certain process has filled almost every influential post with men after her own stamp. It is easy to guess what an influence one ignorant, conservative, anti-foreign official may have, what seeds of evil he may scatter among his family, servants, friends and acquaintances, each in turn doing likewise, but who can estimate the power of the Empress-Dowager, who controls and guides hundreds of men of this character? Each man thus appointed realizes that he now has an opportunity he may soon lose, for the rulers are fickle and every official has enemies, and so his one desire is to enrich himself as quickly as possible.—He

CARES NOTHING FOR THE THRONE

beyond keeping its favour until his greed is satisfied; he refuses to see or hear of danger to rulers or country, hoping, caring only that things may continue as they are until his own end is gained. Of patriotism he has none, but he hates the foreigner and fears foreign methods and influence, since they menace his power for gain, and this very hatred is his recommendation to the Dowager-Empress. He sows seeds of discontent and fosters every form of evil—all for self. Circumstances absolutely forbid the existence of one honest official—one progressive man, in power. Above, below, on every hand he would be pressed by corruption and evil suggestions, and he must follow the wicked methods of others or be crushed, while one progressive move on his part would condemn him to the Throne and prove equally fatal, for the word

"REFORMER" NOW MEANS DEATH.

Never was Chinese officialism so low—never were the confidential advisers of the rulers so ignorant or so opposed to every good thing. It would seem that the Dowager, in her downward course, must have sighted or sensed the danger she was courting, but the men she has chosen to aid and advise her, bent only on gain, loving only self, have soothed her fears and encouraged her misplaced ambition. Good advice would, if followed, mean their own ruin, and why should they give it, even if they were not too ignorant and blind to do so? Two things, usually regarded as invaluable blessings, have but increased the power of the Throne for evil. I refer to the postal system and the telegraph, which now link together the provinces and favour rapid communication. Previous to their introduction it took weeks and sometimes months to deliver the Imperial commands in distant provinces, and the Emperor knew little of what was going on beyond the capital. But now all this is changed.

THE SPIES OF THE EMPRESS-DOWAGER

are in every centre, and she is in touch with the feelings and doings of her people in every part of the Empire. The first step toward progress, taken by any official, however distant, would be immediately checked by telegraphic orders for his dismissal, and the post would carry orders to his successor. The present outlook is black in deed, and one can only see in the future rebellion, strife, bloodshed, perhaps the actual break-up of this ancient Empire. Despite the overwhelming wickedness, however, there exists some knowledge of the truth, some desire for reformation. The words of one enlightened man, in reference to the murder of six reformers by the Empress-Dowager, "They may not get the grass, but the roots remain," are true. The condemnation of the reformer Kuang Yu-wei and the Emperor's old tutor Wang is not forgiven by the people of the South, who knew and respected them both, and the

DESECRATION OF THE GRAVES

of Kang's ancestors, by order of the Dowager, cannot be forgotten or forgiven. Many saw a glimpse of light during the brief away of the reformation which they cannot forget, and among intelligent natives there is a love for Kwang Hsu and a sincere desire for the changes he proposed. Then, too, the hundreds of officials thrown out of office and favour by the Empress are sowing seeds of opposition to the Dynasty, and in the South there is every indication of rebellion, for the people there desire to see the end of Manchu and a Chinese on the Throne. These are the facts as they stand. Human wisdom cannot pierce the veil of the future, but the result of the increasing corruption in the Imperial city and in every important office, the lack of foresight on the part of the officials, the seeds of discontent that have been and are being sown, can have but one result—rebellion. The *I Ho Chuan* presents but one feature of a vast complication. It is but

ONE MESH IN THE NET OF RUIN

that is drawing closer. The friends of progress are silent and concealed and the officials present a bitter front to the foreigners, because in so doing rests their own safety. Foreign newspapers under foreign control are forbidden to the Chinese, and reading them is made a crime, yet it is a sign that there exists an undercurrent of progress that two native newspapers, both in the foreign concession of Tientsin and one under Japanese control, have larger circulations than ever before, and they are very outspoken on forbidden subjects, throwing light on the worst acts of the officials and criticising daily the conduct of the Empress-Dowager. Handreds of these papers go daily to Peking itself, and they must have influence for the good. It is a consolation to know that many are reading the truth; they dare not show a desire to learn or listen to, and which they are forced to openly disavow. Something must come of all this, and that something will mean the

OVERTURNING OF THE PRESENT DYNASTY

or the dismemberment of China—or both. Should the Chinese rise against the Throne no one can estimate the bloodshed that would follow, nor can anyone guess what the attitude of the Powers might be. Throughout the ages the Chinese have exercised the right to revolt against unjust rulers, and at no time could such action be more justifiable than now. The Southerners are anxious for it—are preparing for it; the Northerners are indifferent to a great extent, and the Boxers are an unknown quantity. The future is unknown but the present gives promise of unpleasant things. Meanwhile the combination of corrupt officials and the Boxer organization threatens all Christian work in the North—all progress of every kind, and we can only hope for the dawn of a new day. It is reported, and is to be believed, that Gen. Yuan, the military governor who replaced the civil governor in Shantung, has received secret instructions not to use force with the Boxers, but to teach them that their ideas are a little mistaken. Tientsin is safe, but all stations, all Christians and all foreigners in the interior are in constant danger. The arrival of the U.S.S. *Wheeling* and other gunboats may have a quieting effect in this vicinity, but they cannot influence the people at distant points. We have all hoped that China might be preserved and saved, but with the Government in its present condition and rebellion imminent, the division of China seems inevitable, and as a last resource for the good of the people, it may be welcomed.

A LONG NERVOUS STORM.

If you ever watched a dentist draw a nerve out of a tooth, you will remember how much it looked like a little ship of wet, white cotton thread. How can so contemptible a thing inflict so much pain? "Dissect," you say. Ah, surely! A simple and obvious answer; yet in what way does the true nerve-flux, wrapped up and coiled, as it is, like the wires in a submarine cable, get to be diseased?

Yet, somehow, these soft strings do become fearfully out of order, or our friend Miss Hunt, alluding to the neuritis from which she once suffered, would not say, "Sometimes I was almost mad with the pain." And that is but one of many forms of torture imposed on us by the nerves; yet without these nerves we should be but lumps of clay—lacking feeling and power of motion.

How can we cure these dreadful nerve-pains? The drug shops abound in so-called remedies for them, yet they are only as breath to cool the air of a torrid summer day. The real cause and cure are among Nature's deeper secrets. Can we find them?

"Nearly all my life," says Miss Hunt, "I have suffered from indigestion of an aggravated kind. I felt low, weary and weak, having little or no energy. My appetite was variable. At one time I would eat voraciously, and at other times I could not touch a morsel of food."

"After eating I had great distress at the chest and around the sides. I suffered martyrdom from the horrid pain in my stomach and limbs. As the years passed by my nerves became totally unstrung, and I endured untold misery from neuralgia. My lips and half my face were almost dead from this distressing malady."

"[The lady will pardon the writer. In the sense of being objects of use and pleasure, they were in truth practically dead; but in another sense they were horribly alive, as the sky is when it is pierced and rent with the lances of the lightning.]"

"I consulted," she adds, "doctor after doctor, but in spite of all their medicines and applications I found little or no relief. Sometimes I was almost mad with the pain."

[Not a doubt of it. Under such circumstances the body is a poison-house of keen suffering, and people have, not infrequently, taken their own lives to escape from it. Only acute rheumatism or gout can be compared with neuralgia and (please observe) the whole three are forms of the same thing—results of the same cause. Hence sufferers from the former two ailments will be wise also to read this essay to its end.]

"In June, 1886," continues the letter, "a book was left at my house in which I read of many persons who had been cured by a medicine called Mother Seigel's Syrup. I bought a supply from a chemist in New North Road, and soon my indigestion got better, the pain in my head and limbs was easier, and I felt stronger than I had done for years."

"I think it only right that others should know of what has done so much for me. You have, therefore, my permission to make this statement public if you like. (Signed) (Miss) S. Hunt, 57, Dale View Road, Stamford Hill, London, June 30th, 1896."

Our correspondent is a schoolmistress, and as her letter shows, a woman of fine intelligence, real disease she had—namely, indigestion, or, as we indifferently call it, dyspepsia. Starved from want of nourishment, and poisoned by the products of food constantly decomposing in the stomach, her nervous system was thrown into wild disorder, and protested and cried out with the thrilling voice of pain. No application, no emollients are effective to remedy symptoms springing from a cause so profound and firmly seated.

Would we stop the writhing of the trees during a gale? Ah, they cannot be bound or held. We must employ, if we possess it, a power which can say unto the wind, "Peace, be still."

Something akin to this Mother Seigel's Syrup did when it abolished the digestive trouble. It enabled the stomach to feed the feeble body, and with returning strength the nervous storm subsided into the calm and harmony of Health.

THE FIGHTING AT TIENTSIN.
WE HAVE A SMALL QUANTITY OF
PLANS OF TIENTSIN
FOR SALE.
PRICE ... 75 Cents each.

THE Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.
Printed by Messrs. JOHN BARTHOLOMEW and Co., Edinburgh.
"DAILY PRESS" OFFICE.
Hongkong, 17th July, 1900. [139]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENESK" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd August will be subject to rent.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 27th July, 1900. [2095]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"GLAUCUS" are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong & Kowloon Wharf and Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 4th proximo will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 8th proximo.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1900. [2099]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE N.G.L. Steamship

"NURNBERG," Captain Stahl, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be loaded into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August at 3 P.M.
No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.
Hongkong, 31st July, 1900. [2116]

THE "CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th inst.
LONDON VIA SUEZ CANAL	RHAPSUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 21st inst.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 4th Sept.
LONDON	JAVA	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On or about 6th Sept.
LIVERPOOL DIRECT	SARFEDON	Brit. str.	—	O. Cuppers	MELCHERS & CO.	On 10th inst.
BREMEN, via PORTS OF CALL	KONIG ALBERT	Brit. str.	—	Poydonot	MELCHERS & CO.	On 9th inst., at Noon.
MARSEILLES, &c, via PORTS OF CALL	ANNAM	Brit. str.	—	J. B. Macmillan	MELCHERS & CO.	On 13th inst., at 1 P.M.
MARSEILLES, &c, via ST. PIERRE, &c	WAKABA MARU	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th inst.
HAVRE & HAMBURG	BAKKA	Brit. str.	—	Behrens	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	SILESIA	Brit. str.	—	v. Binzer	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	MARBURG	Brit. str.	—	Brann	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SERBIA	Brit. str.	—	Jager	CARLOWITZ & CO.	On or about 24th Sept.
HAVRE & HAMBURG	SAXONIA	Brit. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	SERBIA	Brit. str.	—	Petersen	CARLOWITZ & CO.	On 8th inst.
NEW YORK VIA SUEZ CANAL	ALBENGA	Brit. str.	—	Dozwel & Co., Limited	JARDINE, MATHESON & CO.	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	J. Easton	DOZWEL & CO., LIMITED	On or about 15th inst.
VICTORIA, B.C. & TACOMA V. AMOY, &c	TANTAR	Brit. str.	—	H. Fyfe, R.N.R.	CANADIAN PACIFIC R. Co.	On 8th inst.
VICTORIA, B.C. & TACOMA V. AMOY, &c	EMPEROR OF CHINA	Brit. str.	—	R. Schickel, R.N.R.	CANADIAN PACIFIC R. Co.	On 8th inst.
VANCOUVER, via SHANGHAI, &c	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DOZWEL & CO., LIMITED	On 8th inst.
PORTLAND, OREGON, &c	ALGOA	Brit. str.	—	O. & O. S. N. Co.	PACIFIC MAIL S. S. Co.	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	DORIC	Brit. str.	—	Moore	O. & O. S. N. Co.	On 7th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	NIPPON MARU	Brit. str.	—	Ellis	TOYO KISEN KAISHA	On 16th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	CARLEISLE CITY	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 8th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Anderson	GHIS, LIVINGSTON & CO.	On 9th inst., at 5 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Krebs	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	ROHILLA	Brit. str.	—	C.H.S. Toque, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
YOKOHAMA, via SHANGHAI, NAGASAKI & KOBE	TAIYUAN	Brit. str.	—	Nelson	P. & O. S. N. Co.	On 5th Sept., at Noon.
YOKOHAMA & KOBE	KAWACHI MARU	Brit. str.	—	J. S. Thompson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
SHANGHAI & JAPAN	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	To-day, at 10 A.M.
SHANGHAI & JAPAN	PARANMATA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On or about 17th inst.
POOCHOW	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 8th inst., at Daylight.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Brit. str.	—	T. Ogata	MIYOSU BUSSAN KAISHA	On 5th inst., at Daylight.
SWATOW, AMOY & TAMSUI	ANPING MARU	Brit. str.	—	Moore	MIYOSU BUSSAN KAISHA	On 8th inst., at Daylight.
MANILA	SUNGKIANG	Brit. str.	—	Weigall	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	A. Ramsay	JARDINE, MATHESON & CO.	On 7th inst., at 5 P.M.
MANILA	DIAMANTE	Brit. str.	—	Moore	SHEDDEN TOMES & CO.	On 8th inst., at 5 P.M.
MANILA	CHANGSHA	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
MANILA	TAINAN	Brit. str.	—	Ballor	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
SINGAPORE, SOERABAYA & SAMARANG	CHUNSANG	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at 2 P.M.

SHIPPING.

ARRIVALS.
 Aug. 2, LYKMOON, German steamer, 1233, Hosenmann, Canton 1st August, General-Siemens & Co.
 Aug. 2, FEICHING, Chinese str., 979, J. Gordon, Shanghai 29th July, General—CHINESE.
 Aug. 2, CHUSAN, British str., 2532, C.D. Bennett, Bombay 18th July and Singapore 28th, Maile and General—P. & O. S. N. Co.
 Aug. 2, CHOWFA, German steamer, 1155, J. Williamson, Bangkok 25th July, Rice—BUTTERFIELD & SWIRE.
 Aug. 2, COROMANDEL, British str., 2783, F. W. Vibert, R.N.R., Shanghai 31st July, Maile and General—P. & O. S. N. Co.
 Aug. 2, LIV, Norw. str., 1979, H. Rasmussen, Ketchikan 27th July, Coal—MITSUI BUSSAN KAISHA.
 Aug. 2, HINO MARU, Jap. str., 1997, B. Nakano, Nagasaki 26th July, Coal—BRADLEY & CO.

CLEARANCES.

At the Harbour Master's Office.
 2nd August.
 Hatching, British str., for Swatow.
 Kaiting, British str., for Cebu.
 Macdonald, British str., for Moji.
 Palau, British str., for Swatow.

DEPARTURES.

Aug. 2, HERMES, Norwegian str., for Canton.
 Aug. 2, ELAK, German str., for Bangkok.
 Aug. 2, OORACK, British str., for Shanghai.
 Aug. 2, YIKSAN, British str., for Hongkong.
 Aug. 2, GOV. BOYLE, Amr. str., for P. Townsend.
 Aug. 2, NURNBERG, Ger. str., for Yokohama.
 Aug. 2, HATING, French str., for Haiphong.
 Aug. 2, ANPING, British str., for Shanghai.
 Aug. 2, FEICHING, Chinese str., for Canton.
 Aug. 2, TIGER, Norw. str., for Ketchikan.
 Aug. 2, NATIANA, No. 19, British transport, for Weihai.

VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Changsha, Argus, Hamel, R.C. Feihoo, Sachem, Cosmopolitan Dock—Doric.

SHIPPING REPORTS.

The German steamer *Chowfa*, from Bangkok 25th July, had moderate S. to S.W. winds and fine, clear weather.
 The Chinese steamer *Feiching*, from Shanghai 29th July, had light to moderate N.W. to N. E. and E. winds and fine weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 J. P. Hinescock, Amr. ship, Gates—Slensson & Co.
 R. C. RICKMERS, German ship, Otto—Arnhold, Karberg & Co.
 Norwood, British ship, Thos. Roy—Orler.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
 "COROMANDEL,"
 Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c, will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 22nd July, 1900.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG,
 THE Company's Steamship

"CHUNSANG,"
 Captain Buller, will be despatched as above TOMORROW, the 4th August, at 2 P.M.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 27th July, 1900. [2088]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship

"SUNGKIANG,"
 Captain Moore, will be despatched as above TOMORROW, the 4th inst., at 4 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 3rd August, 1900. [2086]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship

"MAIDZURU MARU,"
 Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 5th August, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 30th July, 1900. [15]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
 THE Company's Steamship

"ANPING MARU,"
 Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 23th July, 1900. 1443

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
 THE full-powered Steamship

"ALBENGA,"
 Capt. Petersen, will be despatched for the above port on WEDNESDAY, the 8th inst.
 For Freight, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 1st August, 1900. [1617]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
 (Taking Cargo at LONDON rates.)
 THE Company's Steamship

"SARFEDON,"
 Captain Grier, will be despatched as above on FRIDAY, the 10th August.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 14th July, 1900. [1893]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
 THE Company's Steamship

"TAIYUAN,"
 Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 30th July, 1900. [2101]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	CHUSAN	10 A.M. 3rd August	Freight or Passage.
LONDON, &c.	C. D. Bennett, R.N.R.	Noon, 4th August	See Special Advertisement.
YOKOHAMA, via SHANGHAI, NAGASAKI & KOBE.	COROMANDEL	Noon, 4th August	See Special Advertisement.
SHANGHAI, via SHANGHAI, NAGASAKI & KOBE.	ROHILLA	4 P.M. 4th August	(Passing through the Inland Sea). Freight or Passage.
SHANGHAI, via SHANGHAI, NAGASAKI & KOBE.	C. H. S. Toque, R.N.R.	August	Sea. Freight or Passage.
SHANGHAI, via SHANGHAI, NAGASAKI & KOBE.	SHANGHAI	About 10th August	Freight or Passage.
SHANGHAI, via SHANGHAI, NAGASAKI & KOBE.	JAPAN	About 14th August	Freight.
MARSEILLES AND LONDON	BANGA	About 14th August	Freight.
SHANGHAI	G. W. Babot	About 17th August	Freight or Passage.
LONDON	PARANMATA	About 17th August	Freight or Passage.
LONDON	JAVA	About 6th September	Freight or Passage.
	G. W. Gordon, R.N.R.	September	

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd August, 1900. [1]

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE).

NORDDEUTSCHER LLOYD (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANTINE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SILESIA	HAVRE & HAMBURG	On 9th August, Freight and Passage.
MAKBURG	(London with transhipment in Hamburg)	About 12th August, Freight.
Capt. v. Binzer	(London with transhipment in Hamburg)	Sept. 20th, Freight and Passage.
* SIBIRIA	HAVRE & HAMBURG	About 30th August, Freight.
Capt. Braut	(London with transhipment in Hamburg)	Sept. 30th, Freight.
* SAXONIA	HAVRE & HAMBURG	About 12th September, Freight.
Capt. Jager	(London with transhipment in Hamburg)	October, Freight.
* SERBIA	HAVRE & HAMBURG	About 12th September, Freight.
Capt. Sato	(London with transhipment in Hamburg)	October, Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO.,
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th July, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA	FOR PORTLAND, OREGON.
IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.	IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
* VICTORIA	3,502	J. Pantan	Aug. 7	MON SHIRE	2,574	J. Kennedy	Aug. 8
QUEEN ADELIA	2,832	F. McNair	Aug. 18	BRAEMAN	3,601	W. Watt	Aug. 25
OLYMPIA	2,837	S. Trubridge	Sept. 1	ABGYLL	2,007	W. S. Thomson	Sept. 20
GLENOLLE	3,750	W. Frakes	Sept. 11	MON SHIRE	2,572	J. Kennedy	Oct. 20

* Calling at Amoy and Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.
 Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days; Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, £28.
 The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DRYDEN and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, \$65 10s. 0d.
 This route covers the ocean voyage to TACOMA or PORTLAND and back; Railway from TACOMA or PORTLAND to CINNABAR and return; Sleeping and Dining Car accommodation; TACOMA or PORTLAND to Livingston and return; Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one-half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.

Hongkong, 1st August, 1900. [10]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA, AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
 "EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900.
 "EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900.
 "EMPEROR OF JAPAN." Comdr. G. A. Lee, R.N.R. WEDNESDAY, 26th Sept., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES, (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to
 D. E. BROWN, General Agent,
 Pedder Street.

Hongkong, 19th July, 1900. [9]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	TUESDAY, 7th Aug., at 4 P.M.
WAKABA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th Aug., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 23rd July, 1900. [12]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

VESSELS ON THE BERTH U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*ALGOA (via Moji, Kobe, Nagasaki, Yokohama, and Honolulu) at Noon.

*For Cargo only.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

THE Company's Steamship "ALGOA" will be despatched for SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA, AND HONOLULU, on SATURDAY, the 4th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of several Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 1st August, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th August, 1900, at 1 P.M., the Company's Steamship "ANAM," Captain Poydenot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. Australia, which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 12th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 31st July, 1900.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"RHIPHEUS"
will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1900.

NATAL LINE OF STEAMERS. THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO- CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to

DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 14th August, 1897.

VESSELS ON THE BERTH CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATLANTIC TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.
S.S. "BELGIAN KING" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO, AND SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 10th July, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 14th July, 1900.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"CALCHAS"
will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th June, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stevedore and a daily qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

VESSELS ON THE BERTH CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.
THE C. P. R. Company's Steamship

"TARTAR," Commander H. PYBUS, R.N.R., 4,425 Tons Gross Register. Will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA and VANCOUVER B.C. via MOJI, KOBE and YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers. Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to
D. E. BROWN,
General Agent.

Hongkong, 21st July, 1900.

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED. FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE. THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd July, 1900.

TOYO KISEN KAISHA. TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

THE Twin Screw Steamship
"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of several Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

VESSELS ON THE BERTH. CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched on MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th July, 1900.

TO SHIPMASTERS. ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY
in HONGKONG EXCLUSIVELY supplying
FILTERED WATER.

CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th inst.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
T. E. SANSON,
Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCHANT BANK OF INDIA, LIMITED.
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG.
J. C. BERGENDAHL,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, T. AIZAWA,
for Manager.

For the IMPERIAL BANK OF CHINA.
E. W. BUTTER,
Acting Manager.

For the DEUTSCH-ASIATISCHER BANK.
H. SCHOTTLEAENDER,
Acting Manager.

Hongkong, 1st August, 1890.

INSURANCE HOLIDAY. THE Undersigned Insurance Offices will be CLOSED for the Transaction of Public Business on MONDAY, the 6th inst.

JARDINE, MATHESON & CO.,
General Agents.

CANTON INSURANCE OFFICE, LIMITED, General Managers.
HONGKONG FIRE INSURANCE CO., LD.
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.
W. J. SAUNDERS,
Secretary.

NOTICES OF FIRMS. NOTICE.

WE have To-day ESTABLISHED a
BRANCH of our Firm at MANILA under
the Style of BEHN, MEYER & CO.

BEHN, MEYER & CO.,
Singapore.

1st July, 1900.

NOTICE. WE have This Day ESTABLISHED ourselves in Business, under the Firm Name of SPOONER & WILSON, as GENERAL PASSENGER BROKERS and COMMISSION AGENTS.

J. J. SPOONER,
H. WILSON.
Address: Koon Sun Hong,
84, WING ON LANE,
Hongkong.

1902]

INTIMATIONS CARMICHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS. QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and Light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong.

H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899.

BOMBAY-BURMAH TRADING COR- PORATION, LIMITED. BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895.

FOR NEW YORK VIA SUEZ CANAL.

"RICHMOND CASTLE"
will be despatched for the above port on or about the 20th August.

For Freight, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 23rd July, 1900.

FOR SALE: In addition to the BLICK- ENDERBER TYPE- WRITER, we Manufacture a complete line of DESKS, roll and flat top, TYPE- WRITER CABINETS, OFFICE TABLES and FURNITURE, SUSPEN- SION Letter Document, and Catalogue FILES, CARD INDEX CABINETS, and any article used in an Office or Library.

We cordially invite Mer-
chants and others to send for
our complete Catalogue. Or-
ders may be placed through
any Reputable London or
American House or direct, as
may best suit convenience.

BLICKENDERBER MANFG. CO.,
325, Broadway, New York City.
Cable Address "Blick."
Hongkong, 24th October, 1899.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 52 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE.

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.
No. 37, ELGIN STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent Discount Allowed.

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY-BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBURG & CO., Sole Agents.

Hongkong, 19th August, 1899.

BUSINESS NOTICES. 房藥館芝廣 KWONG CHI KOON DISPENSARY.

街欄樂城省東廣
CHEONG LAN STREET, CANTON

子甲次歲年參治局清大
創開年四拾陸百捌仟壹英大

ESTABLISHED 1864.

記為祥吉意如 TRADE MARK KWONG CHI KOON DISPENSARY.

CHEONG LAN STREET, CANTON.
ESTABLISHED 1894.

POST OFFICE NOTICES.

The Post Office will be closed on Monday, the 6th August, except from 8 to 9 a.m. Letters for Hongkong, Peking and Kowloon may be posted up to 9 a.m. The night box will be kept open. The Money Order Office will be entirely closed.

Parcel Mail for Europe, &c., per s.s. *Coromandel*, will close at 3 p.m. on Friday, the 3rd August.

The *Nippon Maru*, with the American mail of the 10th July, left Yokohama on Monday, the 30th inst., at daylight, and may be expected here on or about Tuesday, the 7th August.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow and Bangkok	Friday, 3rd, 9.00 A.M.	
Bangkok	Friday, 3rd, 9.00 A.M.	
Hankow	Friday, 3rd, 11.00 A.M.	
Manila	Friday, 3rd, 3.00 P.M.	
Moji, Kobe, Yokohama, Honolulu and San Francisco	Saturday, 4th, 10.00 A.M.	
Europe, &c., India via Tutuorin	Saturday, 4th, 8.00 A.M.	
Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents	(Registration with late fee of 10 cents, up to 10.45 A.M.)	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Singapore, Sourabaya and Samarang	Saturday, 4th, 1.00 P.M.	
Nagasaki, Kobe and Yokohama	Saturday, 4th, 3.00 P.M.	
Kamohok and Samahai	Saturday, 4th, 4.00 P.M.	
Swatow, Amoy and Tamsui	Saturday, 4th, 5.00 P.M.	
Moji, Kobe, Yokohama, San Diego and San Francisco	Monday, 6th, 9.00 A.M.	
Samahai and Wuchow	Monday, 6th, 9.00 P.M.	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Registration, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	(Registration with late fee of 10 cents, up to 10.45 A.M.)	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Registration, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	(Registration with late fee of 10 cents, up to 10.45 A.M.)	
Europe, &c., India via Tutuorin	Registration, 10.00 A.M.	
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	(Registration with late fee of 10 cents, up to 10.45 A.M.)	
Samahai and Wuchow	Monday, 13th, 4.00 P.M.	
Europe, &c., India via Tutuorin	Monday, 13th, 4.00 P.M.	
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	(Registration with late fee of 10 cents, up to 10.45 A.M.)	
Samahai and Wuchow	Monday, 13th, 4.00 P.M.	
Manila, Brisbane, Sydney and Melbourne	Wednesday, 15th, 3.00 P.M.	

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 2nd August.

ON LONDON.	2/01
Bank Bills, on demand	2/01
Bank Bills, at 30 days' sight	2/01
Bank Bills, at 4 months' sight	2/01
Credits, at 4 months' sight	2/01
Documentary Bills, 4 months' sight	2/01
ON PARIS.	2/53
Bank Bills, on demand	2/53
Credits, 4 months' sight	2/53
ON GERMANY.	2/06
On demand	2/06
ON NEW YORK.	49
Bank Bills, on demand	49
Credits, 60 days' sight	49
ON HAMBURG.	151
Telegraphic Transfer	151
Bank, on demand	151
ON CALCUTTA.	151
Telegraphic Transfer	151
Bank, on demand	151
ON SHANGHAI.	71
Bank, at sight	71
Private, 30 days' sight	71
ON YOKOHAMA.	11 p.m.
On demand	11 p.m.
ON MANILA.	21 p.m.
On demand	21 p.m.
ON SINGAPORE.	1 p.m.
On demand	1 p.m.
ON BATAVIA.	121
On demand	121
ON HANKOW.	31 p.m.
On demand	31 p.m.
ON SAIGON.	3 p.m.
On demand	3 p.m.
ON BANGKOK.	60
On demand	60
SOVEREIGNS, Bank's Buying Rate	83
Gold LEAF, 100 fine, per tael	52.50
BAR SILVER, per oz.	28

OPIUM.

Quotations are—	Allow net to 1 catty.
Malwa New	\$870 to \$880 per picul.
Malwa Old	\$880 to \$900
Malwa Older	\$890 to \$930
P. Paper-wrapped	\$870 to —
Persian fine quality	\$910 to —
Persian extra fine	\$950 to —
Patna New	\$924 to — per chest.
Patna Old	\$1,020
Bengal New	\$924
Bengal Old	\$—

VESSELS EXPECTED.

THE GERMAN MAIL.

The N. D. L. steamer *Prinz Heinrich*, carrying the German Mails with dates from Berlin of the 9th July, left Colombo on Friday, the 27th ult., and may be expected here on or about Wednesday, the 8th inst.

The N. D. L. steamer *König Albert* left Kobe via Nagasaki and Shanghai on Sunday, the 29th inst., and may be expected here on or about Wednesday, the 8th August.

THE AMERICAN MAIL.

The T. K. K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 10th ult., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.

The P. M. steamer *Rio de Janeiro* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th ult.

THE CANADIAN MAIL.

The C. P. E. steamer *Empress of India* left Vancouver for Hongkong via usual ports of call on Monday, the 20th July.

THE SCANDINAVIAN STEAMERS.

The N. P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 14th ult.

JOINT STOCK SHARES.

HONGKONG, 2nd August.

Stocks.	No. of Shares.	Issue Value.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11/11 = \$23.534 for 2nd half year '99	105 p. ct. pr. = \$50.01
Bank of China & Japan, Ltd.	199,875	\$28	\$28	None	21
Bank of China, Ltd.	1,250	\$1	\$1	None	45.5s.
Bank of China & Japan, Ltd.	199,875	\$28	\$28	2/8 for 1899	\$27, buyers
National Bank of China, Ltd.	10,970 A	\$10	\$10	2/8 for 1899	\$27, buyers
Do. Founders' Shares	29,955 B	\$10	\$10	2/8 for 1899	\$27, buyers
Do. Founders' Shares	700 B	\$1	\$1	None	\$20
MARINE INSURANCES.					
Union Marine Insurance Co., Ltd.	10,000	\$250	\$50	30 p. ct. = \$18 for 1898	\$202, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$25	10 p. ct. for 1898	\$58, sellers
National China Ins. Co., Ltd.	5,000	\$100	\$25	10 p. ct. for 1898	\$114, sellers
Yongtze Ins. Assocn., Ltd.	8,000	\$100	\$25	10 p. ct. for 1898	\$121, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$50	10 p. ct. for 1898	\$132, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 p. ct. for 1898	\$1
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$6 for 1898	\$79, sellers
SHIPPING.					
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 31/12/99	\$301, sellers
Indo-China S. S. Co., Ltd.	90,000	\$10	\$10	10 p. ct. & 2 p. ct. bonus for 1899	\$70, buyers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$10	20 p. ct. for 1899	\$105, old sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 30/9/99	\$48, sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	10 p. ct. for half year ended 31/12/99	\$21, buyers
Do. Ordinary	20,000	\$10	\$10	10 p. ct. & 2 p. ct. bonus for 1899	\$20, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	10 p. ct. for 1899	\$18, sales and sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	10 p. ct. for 1899	\$300, sellers
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of \$5 = \$7 for '99 taken out of Equal Fund	\$114, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$36
MINING.					
Panjo Mining Co., Ltd.	60,000	\$8	\$8	None	\$4, buyers
Do. Preference	30,000	\$1	\$1	None	\$1
Société Fran. des Charbonnages du Tonkin	10,000	\$2.50	\$2.50	None	\$280, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	15 cents, sales & sellers
Johann Mining and Trading Company, Ltd.	45,000	\$5	\$5	None	\$10, sellers
Ramb Australian Gold Mining Co., Limited	200,000	\$1	\$1	None	\$58, sellers
Oliver's Freehold Mining Co., Limited	15,000	\$5	\$5	None	\$3, sales
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	None	\$2, sales
Do. Preference	70,000	\$1	\$1	First year	15 cents, sellers
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	10 p. ct. & 12 p. ct. bonus for 1899	\$12, buyers
Hongkong and Whampoa Dock Co., Limited	20,000	\$50	\$50	10 p. ct. for 1899	\$81, old
Wharf and G. Co., Ltd.	2,000	\$100	\$57	10 p. ct. for 1899	\$55 new, buyers
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$61	\$61	22 p. ct. for 1899	\$21, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Co., Ltd.	50,000	\$100	\$100	Final of \$3 = \$0 for 1899	\$157, ex div., sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	Final of \$1.15 = \$1.10 for 1899	\$251, sellers
West Point Building Company, Limited	12,500	\$50	\$50	10 p. ct. for half year ended 31/12/99	\$170, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31/12/99	\$126, sellers
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p. ct. for 1899	\$10, sales
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	91 p. ct. for period ending 31/10/99	Tis. 50
International Cotton Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account '98	Tis. 50
Loan Tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	98 p. ct. on account '98	Tis. 50
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$100	\$100	98 p. ct. for period ending 31/12/99	Tis. 37
Yahong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	None	Tis. 40
Wong Cotton Spinning Co., Ltd.	12,000	\$100	\$100	None	\$20, sales
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1899	\$203, sales
China Borneo Co., Ltd.	7,500	\$20	\$15	None	\$30
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. ct. for 1899	\$154, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	10 p. ct. for 1899	\$107, sales
Hongkong and China Gas Co., Ltd.	7,000	\$10	\$10	10 p. ct. for 1899	\$118
Company, Limited	10,000	\$50	\$10	10 p. ct. for 1899	\$169, sellers
Gong Fook & Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1899	\$165, buyers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	10 p. ct. for 1899	\$170, buyers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 31/12/99	\$81
Dairy Farm Co., Ltd.	10,000	\$75	\$75	10 p. ct. for 1899	\$8
China Bakery Co., Ltd.	1,000	\$50	\$50	10 p. ct. for 1899	\$20, buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	10 p. ct. for 1899	\$24, sellers
Bell's Asbestos & Ag. Co., Ltd.	10,000	\$10	\$10	10 p. ct. for 1899	\$20, ex div., sellers
Asbestos Oriental Agency, Limited	100,000	\$10	\$10	10 p. ct. for 1899	\$20, ex div., sellers
Terhan Planting Co., Ltd.	10,000	\$5	\$5	10 p. ct. for 1899	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	10,000	\$5	\$5	10 p. ct. for 1899	\$5, sellers
Watkins, Limited	1,000	\$10	\$10	10 p. ct. for 1899	\$10
The Universal Trading Co.	50,000	\$20	\$20	10 p. ct. for 1899	\$20, buyers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 1st AUGUST, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Victoria	2 p.	29.78	78	—	SE 4	—
Tokyo	—	29.78	78	—	SE 4	—
Kobe	—	29.78	78	—	SE 4	—
Nagasaki	—	29.78	78	—	SE 4	—
Kagoshima	—	29.78	78	—	SE 4	—
Taioku	1 p.	29.80	78	—	SE 4	—
Taihu	—	29.78	78	—	SE 4	—
Taiwan	—	29.81	78	—	SE 4	—
Koshun	—	29.83	78	—	SE 4	—
Pescadore	—	29.82	78	—	SE 4	—
Gutai	3 p.	29.81	78	—	SE 4	—
Sharp Peak	—	29.78	78	—	SE 4	—
Amoy	—	29.78	78	—	SE 4	—
Swatow	—	29.78	78	—	SE 4	—
Canton	—	29.78	78	—	SE 4	—
Hongkong	4 p.	29.78	78	—	SE 4	—
Victoria	—	29.78	78	—	SE 4	—
Gay Rock	—	29.78	78	—	SE 4	—
Macao	—	29.78	78	—	SE 4	—
Haiphong	1 p.	29.78	78	—	SE 4	—
Manila	3 p.	29.78	78	—	SE 4	—
Bacolor	—	29.78	78	—	SE 4	—
Hilo	—	29.78	78	—	SE 4	—
Cebu	—	29.78	78	—	SE 4	—
C. S. James	—	29.78	78	—	SE 4	—

2nd AUGUST, A.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Victoria	7 a.	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—
Kobe	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—
Taioku	5 a.	29.83	78	—	SE 4	—
Taihu	—	29.80	78	—	SE 4	—
Taiwan	—	29.81	78	—	SE 4	—
Koshun	—	29.83	78	—	SE 4	—
Pescadore	—	29.82	78	—	SE 4	—
Gutai	9 a.	29.80	78	—	SE 4	—
Sharp Peak	—	29.78	78	—	SE 4	—
Amoy	—	29.78	78	—	SE 4	—
Swatow	—	29.78	78	—	SE 4	—
Canton	—	29.78	78	—	SE 4	—
Hongkong	10 a.	29.78	78	—	SE 4	—
Victoria	—	29.78	78	—	SE 4	—
Gay Rock	—	29.78	78	—	SE 4	—
Macao	—	29.78	78	—	SE 4	—
Haiphong	7 a.	29.78	78	—	SE 4	—
Manila	10 a.	29.78	78	—	SE 4	—
Bacolor	—	29.78	78	—	SE 4	—
Hilo	—	29.78	78	—	SE 4	—
Cebu	—	29.78	78	—	SE 4	—
C. S. James	7 a.	—	—	—	—	—

On the 2nd at 11.55 a.m. Barometric changes are slight. Pressure appears to be highest over the Pacific to the S. of Japan, and lowest over the China coast. Forecast—light SE winds; fine.

HONGKONG REGISTER.

Barometer.	Thermometer.	Humidity.	Direction of wind.	Force of wind.	Weather.
29.78	78	—	SE	4	—
29.78	78	—	SE	4	—
29.78	78	—	SE	4	—
29.78	78	—	SE	4	—
29.78	78	—	SE	4	—

Highest open air temperature on the 1st 89. Lowest open air temperature on the 1st 77.

Hongkong Observatory, 2nd August.

Messrs. FALCONER & Co.'s